



International
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Международная
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منظمة الطيران
المدني الدولي

国际民用
航空组织

THE SECRETARY GENERAL

Ref.: E 2/1.7

30 April 2021

Ms. Fekitamoeloa Katoa 'Utoikamanu
Under-Secretary-General and High Representative
United Nations Office of the High Representative for
the Least Developed Countries, Landlocked Developing
Countries and Small Island Developing States
Room S-3266
United Nations
New York, N.Y. 10017
United States

Dear Ms. 'Utoikamanu,

I wish to refer to your letter dated 11 February 2021, reference number OHRLLS-2021-00032, requesting the International Civil Aviation Organization (ICAO) to contribute to the report of the United Nations Secretary-General on the Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024.

I am pleased to provide herewith the ICAO contribution.

Yours sincerely,

Fang Liu

Enclosure

IMPLEMENTATION OF THE VIENNA PROGRAMME OF ACTION FOR THE LANDLOCKED DEVELOPING COUNTRIES FOR THE DECADE 2014-2024

INPUT FROM THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

III. Status of implementation of the priorities of the Vienna Programme of Action

ICAO through its Technical Cooperation Bureau (TCB) implements civil aviation bilateral projects (ICAO-State) in some of the States included in the Vienna Programme of Action as well as provides administrative support to the respective ICAO Regional Offices, managing regional projects (ICAO-multiple States in the region) that also involve some of the referred States. It is important to highlight that although these projects are not directly aligned to the Vienna Programme of Action, they contribute to the strengthening of the civil aviation institutions, infrastructure and oversight capabilities. During 2020, a number of bilateral projects were implemented in some landlocked developing countries (LLDCs) through TCB with a wide range of objectives, commensurate with their specific levels of aviation activity. LLDCs also participated in a number of regional and sub-regional projects, as detailed below.

1. BILATERAL PROJECTS

AFGHANISTAN

TCB assists the Ministry of Transport and Civil Aviation in the repair of navigational aids. The tender exercise was conducted, the evaluation of the offers was completed and the purchase order was submitted to the State for approval. In August 2020, the Afghanistan Civil Aviation Authority formally adhered to the Cooperative Development of Operational Safety and Continuing Airworthiness Project – South Asia (COSCAP-SA).

BOLIVIA

Continued assistance was provided to support the transition of national personnel towards their full integration and recruitment under the Bolivian Civil Aviation Authority. Project's personnel worked with the inspectors of the *Dirección General de Aeronáutica Civil (DGAC)* to prepare the corrective action plans (CAPs) for the open Protocol Questions of the last Universal Safety Oversight Audit Programme (USOAP) audit conducted in 2019. A specialist on remotely piloted aircraft system along with operational specialists from the project initiated the development of the regulations for the use of these systems. An expert was deployed to train nine national professionals in English Competency to allow the DGAC to take on its responsibility as an evaluator. A State Safety Programme (SSP) was developed by the project's national personnel and experienced airline pilots were contracted to improve the safety oversight in this area. Due to the COVID-19 pandemic, other activities that were scheduled for 2020, such as the construction of an accident investigation and prevention infrastructure, were postponed.

ETHIOPIA

Assistance was provided to the Ethiopian Civil Aviation Authority in the procurement of aviation equipment and/or services and providing support in the related administrative and technical aspects, as required. The installation of multilateration terminal surveillance system and the advanced surface movement guidance and control system in multiple sites was finalized. A contract for the provision of tower, procedural and radar air traffic control (ATC) simulator systems and associated equipment and services for the Ethiopian Airline Group is under implementation. The system design documents, factory training and factory acceptance test were completed.

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Assistance is being provided through the deployment of the Implementation Package (iPack) – Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation to apply ICAO Annex 9 – *Facilitation* to the *Convention on International Civil Aviation* (Chicago, 1944) provisions for the establishment and operation of a resilient and robust National Facilitation Committee in cooperation with all stakeholders, including Public Health authorities with remote communication protocols in response to pandemics.

LESOTHO

Administrative assistance is provided to the Directorate of Civil Aviation (DCA) of Lesotho for the participation of DCA personnel in meetings and symposia, and with the procurement of equipment such as fire-fighting equipment.

MALI

Assistance is provided to the United Nations Multidimensional Integrated Stabilization Mission in Mali in the improvement of its civil aviation infrastructure and related programmes designed to enhance the safety and efficiency of its operations in Mali.

MALAWI

Assistance is being provided to the Malawi Department of Civil Aviation through the deployment of the iPack – Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation to apply ICAO Annex 9 – *Facilitation* provisions for the establishment and operation of a resilient and robust National Facilitation Committee in cooperation with all stakeholders, including Public Health authorities with remote communication protocols in response to pandemics.

NEPAL

Technical assistance was provided to the Civil Aviation Authority of Nepal (CAAN) in the development of an action plan for the separation of the air navigation services provider (ANSPs) functions and the aerodrome operator functions from the regulatory body and through the deployment of the iPack – Aviation Safety Risk Management related to COVID-19 for civil aviation authorities (CAAs) to facilitate and guide the CAAN in applying safety risk management principles to improve decisions making to address COVID-19 challenges and support safe aircraft operations.

PARAGUAY

Assistance is provided to the National Civil Aviation Directorate (DINAC) of Paraguay in the strengthening of the administrative and technical management of airport services, the revision of the organizational structure and legal framework of DINAC, the supervision and management of the improvements to the Silvio Pettirossi International Airport (AISP), pre-feasibility and feasibility studies and the development of a master plan to enhance the air terminal building and associated aeronautical services, as well as the supervision of civil works. During 2020, ICAO continued to provide assistance for the modernization of the AISP through the preparation and issuance of a tender for airport landside design, and a contract was awarded for the airside design. National personnel continued to be hired through the project to support the work being undertaken in the modernization of the airport.

RWANDA

Assistance was provided to the Directorate General of Immigration and Emigration of Rwanda, through consultancy services for an e-Passport project implementation, including the assessment of stakeholder requirements, development of technical specifications for tender formulation, assistance in the evaluation of proposals, monitoring of project implementation and final system acceptance.

SOUTH SUDAN

Assistance was provided through the recruitment of an expert to assist the United Nations Interim Security Force for Abyei in the review of heliport engineering design for conformity with ICAO Annex 14 – *Aerodromes*.

2. REGIONAL/SUB-REGIONAL PROJECTS

AFRICA

In the Africa and Indian Ocean regions, a number of safety-related sub-regional and regional projects are being implemented with the participation of a number of LLDCs. Among these projects are the following:

Burkina Faso, Chad, Mali, and Niger participate in a regional project aimed at facilitating the migration of African and Malagasy Civil Aviation Authorities from its current cooperative framework to a Regional Safety Oversight Organization. The purpose of this international safety oversight entity is to assist its Member States in the performance of their safety oversight functions, as required.

Since 2011, the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA), which members include LLDCs Burkina Faso, Central African Republic, Chad, Mali, and Niger, has been participating in a regional project for the procurement of monopulse secondary surveillance radar systems with Mode S functionality and air traffic management (ATM) systems to support area, approach and tower ATC operations and related services including all necessary civil works to be supplied to ASECNA within the framework of its surveillance extension project. The installation of the systems is almost completed. It remains the Libreville and Bangui radar installations, which are ongoing.

Since 2013, assistance benefitting LLDCs is being provided to the Satellite Network Management Committee, of which ASECNA is one of the core members, for the enhancement of the Africa-Indian Ocean Region Satellite Network. An audit of the network was performed, and continuous support is being provided through the facilitation of the Committee meetings.

Assistance has also been provided since 2019 to the Economic Community of West African States, of which Burkina Faso, Mali and Niger are members, and the Economic Community of Central African States, whose membership includes Burundi, Central Africa Republic, Chad and Rwanda, through five projects funded under the Air Transport Sector Support Project to Central and Western Africa framework. Assistance is also provided to the Regional Safety Oversight Organization of Central African Republic (*Agence de Supervision de la Sécurité Aérienne en Afrique Centrale*) through the recruitment of technical staff and the development of a roadmap for the operationalisation of the entity and to the West and Central African States through the establishment of a regional pool of Aviation Security (AVSEC) experts for the certification of international aerodromes and in the establishment of a regional accident investigation body.

Botswana, Burkina Faso, Mali, Niger and Uganda also participate in the African Flight Procedure Programme (AFPP) with 35 active members. The AFPP aims at developing sustainable capability in the

instrument flight procedure (IFP) domain to meet the States' commitments under Assembly Resolution A37-11 for performance-based navigation (PBN) implementation and their obligations for the quality of their IFPs.

In 2017, Botswana (together with Cabo Verde, Cameroon, Côte d'Ivoire, Gambia and Nigeria) established the project Cooperative Development of Aeronautical Meteorology (MET) Services in the Africa-Indian Ocean Region. The project objective is to continue enhancing the capability of the Member States' regulatory authorities in carrying out safety oversight of MET services through the adoption of a comprehensive system approach and to establish a basic and on-demand system to assist MET service providers to achieve compliance with international aviation safety standards.

AMERICAS

In the Americas region, a number of regional projects aimed at enhancing cooperation and coordination among developing countries in the fields of Safety Oversight, Communications, Navigation and Surveillance (CNS)/ATM, and Global Air Navigation Plan (GANP) initiatives have been implemented with the participation of some LLDCs.

Bolivia and Paraguay are two of 12 active members of the Regional Safety Oversight System project (SRVSOP), the main objective of which is to establish and operate a regional safety oversight system with the required technical, logistical and administrative support. The SRVSOP Members States are in the process of harmonizing and adopting Latin American Aviation Regulations and related documents corresponding to ICAO Annexes. Due to the COVID-19 pandemic, 2020 programme activities were modified to assist States in the implementation of the ICAO Council Aviation Recovery Task Force (CART) Recommendations, including the development of advisory circulars for services providers, handbooks for CAAs, protocol and guidance material for personnel licensing, flight operations (OPS), airworthiness (AIR), air navigation services (ANS) and aerodromes and ground aids (AGA) inspectors. Furthermore, training courses, workshops and webinars related to change management, safety risk management, safety management systems (SMS), remote risk-based surveillance, global reporting format (GRF) implementation, fatigue management and mental health on aeronautical personnel were delivered.

Bolivia and Paraguay continued to participate as members of a regional project aimed at managing the South American Digital Network (REDDIG) and the CNS Digital Network in the Caribbean and South American Regions (CAR/SAM), which supports aeronautical telecommunications services within the Region. In 2020, continued assistance was provided through the project to efficiently manage the REDDIG II network and achieve high availability (around 99.47%) in the functioning of the regional digital network. The procurement process for the provision of 38 firewalls and 20 switches, the multiprotocol label switching Terrestrial Network and the MEVA REDDIG contract was initiated. Due to restrictions resulting from the COVID-19 pandemic since March 2020 in different States, a reduced number of activities was carried out in 2020, impacting on the schedule for 2021.

The third regional project in which Bolivia and Paraguay are active members aims at developing and implementing GANP initiatives: 1) to lead the transition from an ATM system based on ground aids to a system based on aircraft performance; 2) the implementation of aeronautical information services quality assurance and SMS; and 3) the development of a strategy for the implementation and integration of automated ATM systems in the Caribbean and South American Region to facilitate the exchange of information and collaborative decision-making with respect to all components of the ATM system. In 2020, continued assistance was provided by supporting the activities required for the update and execution of the Regional Air Navigation Plan, including the improvement of the South American (SAM) airspace structure in addition to PBN implementation (CNS and automation system to support ATM) and support to the implementation of quality systems for aeronautical information management and

meteorological services (MET). Assistance benefitting the two countries was also provided through this project in the delivery of four training activities for a total of 295 participants from 14 States and three working meetings for a total of 234 participants from 13 States. Support was provided to supervisors/operators of Communication Aeronautical Message Handling System Centres through the regional study group for the implementation of the South American Concept of Operations Performance Based Navigation (Study Group and Implementation of the SAM Airspace / Procedures for Air Navigation Services Operations). Support was provided in a bidding process for the renewal of the receiver autonomous integrity monitoring (RAIM) service. Due to the COVID-19 pandemic and corresponding restrictions in different states, project activities were reduced and some activities were rescheduled to 2021.

ASIA-PACIFIC

In the Asia and the Pacific region, a number of sub-regional and regional projects aimed at enhancing cooperation, coordination and greater harmonization among developing countries in the fields of Safety Oversight, AVSEC, CNS/ATM implementation, and prevention and management of public health events in civil aviation have been implemented with the participation of some LLDCs.

Bhutan and Nepal continued their participation in COSCAP-SA. The 28th COSCAP-SA Steering Committee Meeting (SCM), which was initially scheduled to take place in January 2020, was postponed to January 2021 due to the COVID 19 pandemic. The 22nd South-Asia Regional Aviation Safety Team Meeting took place in October 2020. The key areas addressed were the progress on the implementation of the Asia Pacific Regional Aviation Safety Team safety tools, and major safety issues identified through their National Aviation Safety Teams. In addition, at the beginning of 2020, multiple safety performance indicator/safety performance target (SPI/SPT), executive SMS/State Safety Programme workshops were held in India and Nepal. An OPS Protocol Questionnaire review was conducted in Nepal in preparation for the USOAP audit. As a result of the travel restrictions and lockdowns due to the pandemic, delivery of technical assistance and training was carried out virtually, using web platforms. Approximately 100 online training accounts for the GRF (OPS and AGA) and 86 online PBN courses were provided to Member States. With the participation of COSCAP-SA, COSCAP-NA, COSCAP-SEA and the Pacific Aviation Safety Office member States, multiple webinars were provided in the areas of OPS, ICAO Annexes, extended diversion time operations, electronic flight bag, reduced vertical separation minima, and low visibility operations; AIR, i.e. ICAO Annexes, AIR organizational structure, AIR certification and OPS specifications in AIR, initial AIR activities, and continuing AIR activities; AGA i.e. roadmap for airport restart under COVID, GRF, aerodrome certification, safety risk assessments for aerodromes, and task resource analysis for RFF; ANS, i.e. certification of ANSPs, ANSPs auditing and inspections, oversight strategy for ANS, restart of ANS operations in COVID situation; safety management workshops for India, Bhutan and Nepal on SPI/SPT, safety data collection and processing systems and safety performance monitoring and management. In addition, a “sharing of best practices” webinar was held for all COSCAP SA Member States to share surveillance best practices during a pandemic. Technical assistance was provided to Nepal and Bhutan in the development and implementation of the COVID-19 Safety Measures – Quick Reference Guides alleviation/extensions required for their operators. Multiple meetings were held with the CAA and operators to discuss and clarify the OPS QRGs. In addition, assistance was provided to Bhutan in the evaluation and monitoring of the safety mitigations that were put in place by the operators (i.e. training and checking).

Bhutan, Lao People’s Democratic Republic, Mongolia and Nepal participate in the Cooperative Aviation Security Programme – Asia-Pacific (CASP-AP), a regional structure for cooperation and coordination in AVSEC matters and training of AVSEC personnel in the Asia and the Pacific region. The project aims at ensuring compliance with international Conventions, ICAO SARPs and guidance material related to AVSEC by enhancing the AVSEC capabilities of the Programme’s participating Members. A new training and capacity building officer (TCBO) was recruited and commenced duties in February 2020.

Eighteen CASP-AP Member States endorsed the Phase IV Programme Document for the period from July 2019 to June 2024. Due to the COVID-19 pandemic and associated travel restrictions, international specialized technical assistance missions to assist Member States were cancelled in 2020. However, prior to the pandemic outbreak, the TCBO participated in an Identity Security Forum hosted by the Australian Government Department of Home Affairs in Jakarta and the acting Project Coordinator conducted a mission to assist Thailand in the development of the CAPs for the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA) audit of February 2020. The CASP-AP Model National and Airport Level Programmes and associated training materials were updated to incorporate the latest Amendment 17 to ICAO Annex 17 – *Security*. Remote online assistance and guidance were provided to Member States with respect to the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA), development of national plans to implement the ICAO Global Aviation Security Plan, development of national AVSEC risk context statements, and for the quality control phase II (QC Phase II). The 17th SCM scheduled to be held in Ulaanbaatar, Mongolia in July 2020 was postponed due to the pandemic. The selection and recruitment of a new Programme Coordinator (PC) was initiated.

Lao People's Democratic Republic, Mongolia and Nepal participate in the Asia-Pacific Flight Procedure Programme (FPP) as user members and benefited from the training courses provided. The 12th SCM of Asia-Pacific Flight Procedure Programme (APAC FPP) approved the extension to Phase 4 and related Programme Document for the period from January 2021 to December 2023. The FPP in-house instructors assisted in flight procedures design/ground validation/consulting in two States/Administrations (three airports) in Nepal and Fiji. Two flight procedure design online training courses, namely procedure design refresher course and point-in-space approach helicopter course, were provided to 101 participants from 16 FPP Member States and four Non-member States (Bangladesh, India, Indonesia, and New Zealand) in support of the implementation of the Steering Committee's priorities. The other two remaining courses for 39 participants from 14 States, namely quality assurance course and PBN procedure design course, were held in October and November 2020. All the above trainings were conducted online, introducing some innovations like electronic leaflet, electronic certificate, online homework and related e-learning practice/examination.

Mongolia has also been an active member of the regional project for a COSCAP – North Asia (COSCAP –NA). Due to the travel restrictions imposed during the COVID-19 pandemic, the programme moved to online activities. The ICAO/Airports Council International GRF and ICAO/International Air Transport Association GRF for runway surface conditions online courses were organized with support of Airbus and Boeing contributions. COSCAP-NA together with COSCAP-SA and COSCAP-SEA jointly organized the Regional GRF webinar in April 2020 and introduced the GRF implementation plan template to the Programme Member States/SARs to facilitate their GRF implementation. Other joint activities focused on five OPS and five AIR webinar sessions from May to June 2020 to assist Member States/SARs in the capacity building of technical personnel, as well as five AGA webinars in July and five ANS webinars in August and September 2020. An online train-the-trainer workshop on SMS for NA Member States/SARs was organized in cooperation with European Union Aviation Safety Agency (EASA) in October 2020. The recruitment process for the replacement of the Chief, Technical Advisor/Programme Coordinator (CTA/PC) was finalized and the deployment is underway.

Lao People's Democratic Republic participates in the project COSCAP – South-East Asia (COSCAP-SEA). The objectives of the project are: to enhance the safety and efficiency of air transport operations in the region and the training and professional development of national inspectors; to harmonize policies and regulations; to provide certification and inspection assistance to States currently unable to meet regulatory obligations; to coordinate technical assistance programmes; and to create a regional aviation safety team to implement globally-developed solutions for safety concerns. COSCAP-SEA technical assistance missions and training continued to be undertaken in Member States, focused on supporting States in implementing, improving and maintaining their safety oversight systems, the benefits of which are

reflected in the ICAO USOAP – Continuous Monitoring Approach (USOAP CMA) audit and ICAO Coordinated Validation Mission results. COSCAP-SEA conducted on-site technical assistance missions in four Member States in January and February 2020. Seven training activities were carried out for the benefit of 135 participants through on-site and virtual classroom delivery. Nine regional training events were held at the ICAO Asia and Pacific Regional Office and in virtual platform with support of Airbus, Boeing and EASA which were attended by 331 participants, and five virtual classroom trainings were provided to 210 participants from all SEA member States. The 21st COSCAP-SEA Regional Aviation Safety Team and National Coordinators Meeting was held in April 2020 in virtual platform. The third ICAO–EASA Forum on civil aviation in South East Asia, focused on safety, and the 20th COSCAP-SEA SCM, planned to be held in Cebu, Philippines in December 2020, were postponed to 2021 due to the COVID-19 pandemic. Further to the 18th COSCAP-SEA SCM, which requested member States and safety partners to consider offering experts to work in the COSCAP-SEA Programme office, Indonesia DGCA extended an AIR expert on a part-time basis for the second year of service to continue supporting the COSCAP-SEA Programme.

EUROPE

In the Europe and Middle East regions, a number of safety-related regional projects are being implemented with the participation of LLDCs: Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Republic of Moldova, Tajikistan, Turkmenistan and Uzbekistan participate in a regional project which main purpose is to enhance the safety oversight capabilities of participating States by establishing a regional flight safety training/advisory centre at the Interstate Aviation Committee; to provide assistance in overcoming deficiencies, as well as training to national inspectors; and to harmonize national aeronautical legislation. In 2020, seminars benefitting these countries were attended by a total of 254 participants from 10 States and covered a familiarization course A-350, de-/anti-icing of aircraft and active priorities and measures to support the civil aviation in the recovery period and after the pandemic.

Statistical Annex

No statistics available in TCB for this purpose.

Below please find the list of ICAO activities relevant to LLDCs:

On-going activities	Goal
ICAO Council Recovery Task Force (CART) LINK	<ul style="list-style-type: none"> • Recommendations and guidance related to the economic recovery of aviation; • Direct support to States to assist them in reporting their level of implementation of CART recommendations and guidance.
Ministerial Declaration on Air Transport and Tourism Development in Africa (March 2019) LINK	<ul style="list-style-type: none"> • Joint declaration of Members States of ICAO, World Tourism Organization, African Union Commission; • Fostering the development of air connectivity and seamless travel in the African region; • Bridging air transport and tourism policies.
Framework for a Plan of Action for Air	<ul style="list-style-type: none"> • Good governance and harmonized

<p>Transport and Tourism Development in Africa (2019-2021) (March 2019) LINK</p>	<p>policies;</p> <ul style="list-style-type: none"> • Air connectivity and destination management; • Financing for infrastructure development and capacity building; • Travel facilitation; • Strengthening aviation and tourism sectors.
<p>Declaration on Sustainable Air Transport Development (November 2018) LINK</p>	<ul style="list-style-type: none"> • Addressing existing regulatory impediments to air transport liberalization; • Identifying opportunities to finance the development of quality aviation infrastructure.
<p>ICAO World Aviation Forum 2018: <i>Promoting Investment for Aviation Development</i> LINK</p>	<ul style="list-style-type: none"> • Maximizing the benefits of the aviation sector towards the social, economic development globally.
<p>ICAO World Aviation Forum 2017: <i>Financing the Development of Aviation Infrastructure</i> (November 2017) LINK</p>	<ul style="list-style-type: none"> • Addressing the challenge of financing and creating an enabling environment at all levels for the development of aviation infrastructure, including in LLDCs.
<p>State Air Transport Action Plan System (SATAPS) LINK</p>	<ul style="list-style-type: none"> • Monitoring the implementation of the Antananarivo and Lome Declarations; • Focus on identified areas essential for air transport development in African States, including LLDCs.
<p>ICAO Initiative on the Development of Air Cargo in Africa (Roadmap for the implementation of the Lome Declaration and Action Plan) (June 2017) LINK</p>	<ul style="list-style-type: none"> • Facilitate the movement of peoples, goods and services in Africa through an enhanced market access liberalization; • Adequate infrastructure funding and financing.
<p>ICAO Initiative on the Sustainable Development of Air Transport in Africa - Implementation of the Antananarivo Declaration (March 2017) LINK</p>	<ul style="list-style-type: none"> • Multiple areas for improvement have been identified and highlighted for the future development of air transport in Africa, including in LLDCs.
<p>ICAO Air Services Negotiation (ICAN) Event (annual)</p>	<ul style="list-style-type: none"> • Enabling States to conduct bilateral meetings to provide more connectivity and air services, particularly for LLDCs; • Providing States with a central meeting place to conduct multiple bilateral (regional or plurilateral) air services negotiations or consultations.
<p>The Aviation Satellite Account LINK</p>	<ul style="list-style-type: none"> • International harmonization and comparability of economic data related to aviation activities; • A standard framework for the economic measurement of aviation’s activity, which may lead to better understanding of the sector’s importance for the

	<p>overall economic activity in a State, in particular in a LLDC.</p>
<p>The Aviation Benefits Report (2019) LINK</p>	<ul style="list-style-type: none"> • Identifying and analyzing the socio-economic benefits of aviation to States, in particular LLDCs.
<p>Single African Air Transport Market (SAATM) LINK</p>	<ul style="list-style-type: none"> • Connectivity and facilitate the movement of peoples, goods and services: Recognizing the importance of liberalization of air transport, ICAO has adopted the “long-term vision for international air transport liberalization” by means of which ICAO Member States resolve to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large, while remain guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders; • The Single African Air Transport Market, a flagship project of the African Union Agenda 2063, is a good example of attempts at the regional level to advance the liberalization of civil aviation in Africa and address the need for air connectivity in Africa.
<p>Civil Aviation Master Plan (CAMP) Training Project</p>	<ul style="list-style-type: none"> • Planning and budgeting: ICAO has developed guidance for its Member States to establish a National Aviation Planning Framework that ensures sustainable development of air transport by prioritizing and coordinating the implementation of initiatives to improve the safety, security, facilitation, capacity and efficiency of their air transport systems. The National Aviation Planning Framework establishes a guide for public and private investments in the States aviation infrastructure as well as its safety and security oversight capabilities, by providing an implementation roadmap for long-term initiatives, and can be of great benefit to LLDCs; • Recognizing the importance of Civil Aviation Master Planning as a key planning and budgetary tool for facilitating development of civil aviation infrastructure and for supporting the growth of relevant

	<p>economic sectors such as transportation, tourism, trade, and cargo, the guidance material on the National Aviation Planning Framework will be complemented by a dedicated Civil Aviation Master Plan (CAMP) training project. CAMP Project, which is funded through China's South-South Cooperation Assistance Fund, will be developed in 2021. Among the beneficiary States many are LLDCs.</p>
<p>Aviation Partnership for Sustainable Development: High-Level Briefing on Aviation Contributions to Sustainable Development in Countries in Special Situations (HLPF 2017) LINK</p>	<ul style="list-style-type: none">• Advocacy and awareness: In 2016, ICAO launched the Aviation Partnerships for Sustainable Development (APSD) to sensitize States, the United Nations, the private sector, as well as the financial institutions and other stakeholders, on aviation's role as a catalyst for sustainable development. In doing so ICAO invited the United Nations Department of Economic and Social Affairs, the United Nations Office of the High Representative for the Least Developed Countries, LLDCs and Small Island Developing States, the World Bank Group, and the Air Transport Action Group to join. In 2017, ICAO hosted an APSD side event at the High Level Political Forum (HLPF). During the side event, ICAO and partners jointly presented a high-level briefing on the contributions of aviation to sustainable development in countries in special situation and promoted the benefits of mobilizing resources for and investing in sustainable aviation. A statement was made during the General Debate of HLPF 2017 on how ICAO assists its Member States to enhance air transport systems in support of the attainment of the SDGs.



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Assistance was provided to the Ethiopian Civil Aviation Authority in the procurement of aviation equipment and/or services and providing support in the related administrative and technical aspects, as required. The installation of multilateration terminal surveillance system and the advanced surface movement guidance and control system in multiple sites was finalized. A contract for the provision of tower, procedural and radar air traffic control (ATC) simulator systems and associated equipment and services for the Ethiopian Airline Group is under implementation. The system design documents, factory training and factory acceptance test were completed.

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Assistance is being provided through the deployment of the Implementation Package (iPack) – Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation to apply ICAO Annex 9 – *Facilitation* to the *Convention on International Civil Aviation* (Chicago, 1944) provisions for the establishment and operation of a resilient and robust National Facilitation Committee in cooperation with all stakeholders, including Public Health authorities with remote communication protocols in response to pandemics.

LESOTHO

Administrative assistance is provided to the Directorate of Civil Aviation (DCA) of Lesotho for the participation of DCA personnel in meetings and symposia, and with the procurement of equipment such as fire-fighting equipment.

MALI

Assistance is provided to the United Nations Multidimensional Integrated Stabilization Mission in Mali in the improvement of its civil aviation infrastructure and related programmes designed to enhance the safety and efficiency of its operations in Mali.

MALAWI

Assistance is being provided to the Malawi Department of Civil Aviation through the deployment of the iPack – Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation to apply ICAO Annex 9 – *Facilitation* provisions for the establishment and operation of a resilient and robust National Facilitation Committee in cooperation with all stakeholders, including Public Health authorities with remote communication protocols in response to pandemics.

NEPAL

Technical assistance was provided to the Civil Aviation Authority of Nepal (CAAN) in the development of an action plan for the separation of the air navigation services provider (ANSPs) functions and the aerodrome operator functions from the regulatory body and through the deployment of the iPack – Aviation Safety Risk Management related to COVID-19 for civil aviation authorities (CAAs) to facilitate and guide the CAAN in applying safety risk management principles to improve decisions making to address COVID-19 challenges and support safe aircraft operations.

PARAGUAY

Assistance is provided to the National Civil Aviation Directorate (DINAC) of Paraguay in the strengthening of the administrative and technical management of airport services, the revision of the organizational structure and legal framework of DINAC, the supervision and management of the improvements to the Silvio Pettirossi International Airport (AISP), pre-feasibility and feasibility studies and the development of a master plan to enhance the air terminal building and associated aeronautical services, as well as the supervision of civil works. During 2020, ICAO continued to provide assistance for the modernization of the AISP through the preparation and issuance of a tender for airport landside design, and a contract was awarded for the airside design. National personnel continued to be hired through the project to support the work being undertaken in the modernization of the airport.

RWANDA

Assistance was provided to the Directorate General of Immigration and Emigration of Rwanda, through consultancy services for an e-Passport project implementation, including the assessment of stakeholder requirements, development of technical specifications for tender formulation, assistance in the evaluation of proposals, monitoring of project implementation and final system acceptance.

SOUTH SUDAN

Assistance was provided through the recruitment of an expert to assist the United Nations Interim Security Force for Abyei in the review of heliport engineering design for conformity with ICAO Annex 14 – *Aerodromes*.

2. REGIONAL/SUB-REGIONAL PROJECTS

AFRICA

In the Africa and Indian Ocean regions, a number of safety-related sub-regional and regional projects are being implemented with the participation of a number of LLDCs. Among these projects are the following:

Burkina Faso, Chad, Mali, and Niger participate in a regional project aimed at facilitating the migration of African and Malagasy Civil Aviation Authorities from its current cooperative framework to a Regional Safety Oversight Organization. The purpose of this international safety oversight entity is to assist its Member States in the performance of their safety oversight functions, as required.

Since 2011, the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA), which members include LLDCs Burkina Faso, Central African Republic, Chad, Mali, and Niger, has been participating in a regional project for the procurement of monopulse secondary surveillance radar systems with Mode S functionality and air traffic management (ATM) systems to support area, approach and tower ATC operations and related services including all necessary civil works to be supplied to ASECNA within the framework of its surveillance extension project. The installation of the systems is almost completed. It remains the Libreville and Bangui radar installations, which are ongoing.

Since 2013, assistance benefitting LLDCs is being provided to the Satellite Network Management Committee, of which ASECNA is one of the core members, for the enhancement of the Africa-Indian Ocean Region Satellite Network. An audit of the network was performed, and continuous support is being provided through the facilitation of the Committee meetings.

Assistance has also been provided since 2019 to the Economic Community of West African States, of which Burkina Faso, Mali and Niger are members, and the Economic Community of Central African States, whose membership includes Burundi, Central Africa Republic, Chad and Rwanda, through five projects funded under the Air Transport Sector Support Project to Central and Western Africa framework. Assistance is also provided to the Regional Safety Oversight Organization of Central African Republic (*Agence de Supervision de la Sécurité Aérienne en Afrique Centrale*) through the recruitment of technical staff and the development of a roadmap for the operationalisation of the entity and to the West and Central African States through the establishment of a regional pool of Aviation Security (AVSEC) experts for the certification of international aerodromes and in the establishment of a regional accident investigation body.

Botswana, Burkina Faso, Mali, Niger and Uganda also participate in the African Flight Procedure Programme (AFPP) with 35 active members. The AFPP aims at developing sustainable capability in the

instrument flight procedure (IFP) domain to meet the States' commitments under Assembly Resolution A37-11 for performance-based navigation (PBN) implementation and their obligations for the quality of their IFPs.

In 2017, Botswana (together with Cabo Verde, Cameroon, Côte d'Ivoire, Gambia and Nigeria) established the project Cooperative Development of Aeronautical Meteorology (MET) Services in the Africa-Indian Ocean Region. The project objective is to continue enhancing the capability of the Member States' regulatory authorities in carrying out safety oversight of MET services through the adoption of a comprehensive system approach and to establish a basic and on-demand system to assist MET service providers to achieve compliance with international aviation safety standards.

AMERICAS

In the Americas region, a number of regional projects aimed at enhancing cooperation and coordination among developing countries in the fields of Safety Oversight, Communications, Navigation and Surveillance (CNS)/ATM, and Global Air Navigation Plan (GANP) initiatives have been implemented with the participation of some LLDCs.

Bolivia and Paraguay are two of 12 active members of the Regional Safety Oversight System project (SRVSOP), the main objective of which is to establish and operate a regional safety oversight system with the required technical, logistical and administrative support. The SRVSOP Members States are in the process of harmonizing and adopting Latin American Aviation Regulations and related documents corresponding to ICAO Annexes. Due to the COVID-19 pandemic, 2020 programme activities were modified to assist States in the implementation of the ICAO Council Aviation Recovery Task Force (CART) Recommendations, including the development of advisory circulars for services providers, handbooks for CAAs, protocol and guidance material for personnel licensing, flight operations (OPS), airworthiness (AIR), air navigation services (ANS) and aerodromes and ground aids (AGA) inspectors. Furthermore, training courses, workshops and webinars related to change management, safety risk management, safety management systems (SMS), remote risk-based surveillance, global reporting format (GRF) implementation, fatigue management and mental health on aeronautical personnel were delivered.

Bolivia and Paraguay continued to participate as members of a regional project aimed at managing the South American Digital Network (REDDIG) and the CNS Digital Network in the Caribbean and South American Regions (CAR/SAM), which supports aeronautical telecommunications services within the Region. In 2020, continued assistance was provided through the project to efficiently manage the REDDIG II network and achieve high availability (around 99.47%) in the functioning of the regional digital network. The procurement process for the provision of 38 firewalls and 20 switches, the multiprotocol label switching Terrestrial Network and the MEVA REDDIG contract was initiated. Due to restrictions resulting from the COVID-19 pandemic since March 2020 in different States, a reduced number of activities was carried out in 2020, impacting on the schedule for 2021.

The third regional project in which Bolivia and Paraguay are active members aims at developing and implementing GANP initiatives: 1) to lead the transition from an ATM system based on ground aids to a system based on aircraft performance; 2) the implementation of aeronautical information services quality assurance and SMS; and 3) the development of a strategy for the implementation and integration of automated ATM systems in the Caribbean and South American Region to facilitate the exchange of information and collaborative decision-making with respect to all components of the ATM system. In 2020, continued assistance was provided by supporting the activities required for the update and execution of the Regional Air Navigation Plan, including the improvement of the South American (SAM) airspace structure in addition to PBN implementation (CNS and automation system to support ATM) and support to the implementation of quality systems for aeronautical information management and

meteorological services (MET). Assistance benefitting the two countries was also provided through this project in the delivery of four training activities for a total of 295 participants from 14 States and three working meetings for a total of 234 participants from 13 States. Support was provided to supervisors/operators of Communication Aeronautical Message Handling System Centres through the regional study group for the implementation of the South American Concept of Operations Performance Based Navigation (Study Group and Implementation of the SAM Airspace / Procedures for Air Navigation Services Operations). Support was provided in a bidding process for the renewal of the receiver autonomous integrity monitoring (RAIM) service. Due to the COVID-19 pandemic and corresponding restrictions in different states, project activities were reduced and some activities were rescheduled to 2021.

ASIA-PACIFIC

In the Asia and the Pacific region, a number of sub-regional and regional projects aimed at enhancing cooperation, coordination and greater harmonization among developing countries in the fields of Safety Oversight, AVSEC, CNS/ATM implementation, and prevention and management of public health events in civil aviation have been implemented with the participation of some LLDCs.

Bhutan and Nepal continued their participation in COSCAP-SA. The 28th COSCAP-SA Steering Committee Meeting (SCM), which was initially scheduled to take place in January 2020, was postponed to January 2021 due to the COVID 19 pandemic. The 22nd South-Asia Regional Aviation Safety Team Meeting took place in October 2020. The key areas addressed were the progress on the implementation of the Asia Pacific Regional Aviation Safety Team safety tools, and major safety issues identified through their National Aviation Safety Teams. In addition, at the beginning of 2020, multiple safety performance indicator/safety performance target (SPI/SPT), executive SMS/State Safety Programme workshops were held in India and Nepal. An OPS Protocol Questionnaire review was conducted in Nepal in preparation for the USOAP audit. As a result of the travel restrictions and lockdowns due to the pandemic, delivery of technical assistance and training was carried out virtually, using web platforms. Approximately 100 online training accounts for the GRF (OPS and AGA) and 86 online PBN courses were provided to Member States. With the participation of COSCAP-SA, COSCAP-NA, COSCAP-SEA and the Pacific Aviation Safety Office member States, multiple webinars were provided in the areas of OPS, ICAO Annexes, extended diversion time operations, electronic flight bag, reduced vertical separation minima, and low visibility operations; AIR, i.e. ICAO Annexes, AIR organizational structure, AIR certification and OPS specifications in AIR, initial AIR activities, and continuing AIR activities; AGA i.e. roadmap for airport restart under COVID, GRF, aerodrome certification, safety risk assessments for aerodromes, and task resource analysis for RFF; ANS, i.e. certification of ANSPs, ANSPs auditing and inspections, oversight strategy for ANS, restart of ANS operations in COVID situation; safety management workshops for India, Bhutan and Nepal on SPI/SPT, safety data collection and processing systems and safety performance monitoring and management. In addition, a “sharing of best practices” webinar was held for all COSCAP SA Member States to share surveillance best practices during a pandemic. Technical assistance was provided to Nepal and Bhutan in the development and implementation of the COVID-19 Safety Measures – Quick Reference Guides alleviation/extensions required for their operators. Multiple meetings were held with the CAA and operators to discuss and clarify the OPS QRGs. In addition, assistance was provided to Bhutan in the evaluation and monitoring of the safety mitigations that were put in place by the operators (i.e. training and checking).

Bhutan, Lao People’s Democratic Republic, Mongolia and Nepal participate in the Cooperative Aviation Security Programme – Asia-Pacific (CASP-AP), a regional structure for cooperation and coordination in AVSEC matters and training of AVSEC personnel in the Asia and the Pacific region. The project aims at ensuring compliance with international Conventions, ICAO SARPs and guidance material related to AVSEC by enhancing the AVSEC capabilities of the Programme’s participating Members. A new training and capacity building officer (TCBO) was recruited and commenced duties in February 2020.

Eighteen CASP-AP Member States endorsed the Phase IV Programme Document for the period from July 2019 to June 2024. Due to the COVID-19 pandemic and associated travel restrictions, international specialized technical assistance missions to assist Member States were cancelled in 2020. However, prior to the pandemic outbreak, the TCBO participated in an Identity Security Forum hosted by the Australian Government Department of Home Affairs in Jakarta and the acting Project Coordinator conducted a mission to assist Thailand in the development of the CAPs for the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA) audit of February 2020. The CASP-AP Model National and Airport Level Programmes and associated training materials were updated to incorporate the latest Amendment 17 to ICAO Annex 17 – *Security*. Remote online assistance and guidance were provided to Member States with respect to the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA), development of national plans to implement the ICAO Global Aviation Security Plan, development of national AVSEC risk context statements, and for the quality control phase II (QC Phase II). The 17th SCM scheduled to be held in Ulaanbaatar, Mongolia in July 2020 was postponed due to the pandemic. The selection and recruitment of a new Programme Coordinator (PC) was initiated.

Lao People's Democratic Republic, Mongolia and Nepal participate in the Asia-Pacific Flight Procedure Programme (FPP) as user members and benefited from the training courses provided. The 12th SCM of Asia-Pacific Flight Procedure Programme (APAC FPP) approved the extension to Phase 4 and related Programme Document for the period from January 2021 to December 2023. The FPP in-house instructors assisted in flight procedures design/ground validation/consulting in two States/Administrations (three airports) in Nepal and Fiji. Two flight procedure design online training courses, namely procedure design refresher course and point-in-space approach helicopter course, were provided to 101 participants from 16 FPP Member States and four Non-member States (Bangladesh, India, Indonesia, and New Zealand) in support of the implementation of the Steering Committee's priorities. The other two remaining courses for 39 participants from 14 States, namely quality assurance course and PBN procedure design course, were held in October and November 2020. All the above trainings were conducted online, introducing some innovations like electronic leaflet, electronic certificate, online homework and related e-learning practice/examination.

Mongolia has also been an active member of the regional project for a COSCAP – North Asia (COSCAP –NA). Due to the travel restrictions imposed during the COVID-19 pandemic, the programme moved to online activities. The ICAO/Airports Council International GRF and ICAO/International Air Transport Association GRF for runway surface conditions online courses were organized with support of Airbus and Boeing contributions. COSCAP-NA together with COSCAP-SA and COSCAP-SEA jointly organized the Regional GRF webinar in April 2020 and introduced the GRF implementation plan template to the Programme Member States/SARs to facilitate their GRF implementation. Other joint activities focused on five OPS and five AIR webinar sessions from May to June 2020 to assist Member States/SARs in the capacity building of technical personnel, as well as five AGA webinars in July and five ANS webinars in August and September 2020. An online train-the-trainer workshop on SMS for NA Member States/SARs was organized in cooperation with European Union Aviation Safety Agency (EASA) in October 2020. The recruitment process for the replacement of the Chief, Technical Advisor/Programme Coordinator (CTA/PC) was finalized and the deployment is underway.

Lao People's Democratic Republic participates in the project COSCAP – South-East Asia (COSCAP-SEA). The objectives of the project are: to enhance the safety and efficiency of air transport operations in the region and the training and professional development of national inspectors; to harmonize policies and regulations; to provide certification and inspection assistance to States currently unable to meet regulatory obligations; to coordinate technical assistance programmes; and to create a regional aviation safety team to implement globally-developed solutions for safety concerns. COSCAP-SEA technical assistance missions and training continued to be undertaken in Member States, focused on supporting States in implementing, improving and maintaining their safety oversight systems, the benefits of which are

reflected in the ICAO USOAP – Continuous Monitoring Approach (USOAP CMA) audit and ICAO Coordinated Validation Mission results. COSCAP-SEA conducted on-site technical assistance missions in four Member States in January and February 2020. Seven training activities were carried out for the benefit of 135 participants through on-site and virtual classroom delivery. Nine regional training events were held at the ICAO Asia and Pacific Regional Office and in virtual platform with support of Airbus, Boeing and EASA which were attended by 331 participants, and five virtual classroom trainings were provided to 210 participants from all SEA member States. The 21st COSCAP-SEA Regional Aviation Safety Team and National Coordinators Meeting was held in April 2020 in virtual platform. The third ICAO–EASA Forum on civil aviation in South East Asia, focused on safety, and the 20th COSCAP-SEA SCM, planned to be held in Cebu, Philippines in December 2020, were postponed to 2021 due to the COVID-19 pandemic. Further to the 18th COSCAP-SEA SCM, which requested member States and safety partners to consider offering experts to work in the COSCAP-SEA Programme office, Indonesia DGCA extended an AIR expert on a part-time basis for the second year of service to continue supporting the COSCAP-SEA Programme.

EUROPE

In the Europe and Middle East regions, a number of safety-related regional projects are being implemented with the participation of LLDCs: Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Republic of Moldova, Tajikistan, Turkmenistan and Uzbekistan participate in a regional project which main purpose is to enhance the safety oversight capabilities of participating States by establishing a regional flight safety training/advisory centre at the Interstate Aviation Committee; to provide assistance in overcoming deficiencies, as well as training to national inspectors; and to harmonize national aeronautical legislation. In 2020, seminars benefitting these countries were attended by a total of 254 participants from 10 States and covered a familiarization course A-350, de-/anti-icing of aircraft and active priorities and measures to support the civil aviation in the recovery period and after the pandemic.

Statistical Annex

No statistics available in TCB for this purpose.

Below please find the list of ICAO activities relevant to LLDCs:

On-going activities	Goal
ICAO Council Recovery Task Force (CART) LINK	<ul style="list-style-type: none"> • Recommendations and guidance related to the economic recovery of aviation; • Direct support to States to assist them in reporting their level of implementation of CART recommendations and guidance.
Ministerial Declaration on Air Transport and Tourism Development in Africa (March 2019) LINK	<ul style="list-style-type: none"> • Joint declaration of Members States of ICAO, World Tourism Organization, African Union Commission; • Fostering the development of air connectivity and seamless travel in the African region; • Bridging air transport and tourism policies.
Framework for a Plan of Action for Air	<ul style="list-style-type: none"> • Good governance and harmonized

<p>Transport and Tourism Development in Africa (2019-2021) (March 2019) LINK</p>	<p>policies;</p> <ul style="list-style-type: none"> • Air connectivity and destination management; • Financing for infrastructure development and capacity building; • Travel facilitation; • Strengthening aviation and tourism sectors.
<p>Declaration on Sustainable Air Transport Development (November 2018) LINK</p>	<ul style="list-style-type: none"> • Addressing existing regulatory impediments to air transport liberalization; • Identifying opportunities to finance the development of quality aviation infrastructure.
<p>ICAO World Aviation Forum 2018: <i>Promoting Investment for Aviation Development</i> LINK</p>	<ul style="list-style-type: none"> • Maximizing the benefits of the aviation sector towards the social, economic development globally.
<p>ICAO World Aviation Forum 2017: <i>Financing the Development of Aviation Infrastructure</i> (November 2017) LINK</p>	<ul style="list-style-type: none"> • Addressing the challenge of financing and creating an enabling environment at all levels for the development of aviation infrastructure, including in LLDCs.
<p>State Air Transport Action Plan System (SATAPS) LINK</p>	<ul style="list-style-type: none"> • Monitoring the implementation of the Antananarivo and Lome Declarations; • Focus on identified areas essential for air transport development in African States, including LLDCs.
<p>ICAO Initiative on the Development of Air Cargo in Africa (Roadmap for the implementation of the Lome Declaration and Action Plan) (June 2017) LINK</p>	<ul style="list-style-type: none"> • Facilitate the movement of peoples, goods and services in Africa through an enhanced market access liberalization; • Adequate infrastructure funding and financing.
<p>ICAO Initiative on the Sustainable Development of Air Transport in Africa - Implementation of the Antananarivo Declaration (March 2017) LINK</p>	<ul style="list-style-type: none"> • Multiple areas for improvement have been identified and highlighted for the future development of air transport in Africa, including in LLDCs.
<p>ICAO Air Services Negotiation (ICAN) Event (annual)</p>	<ul style="list-style-type: none"> • Enabling States to conduct bilateral meetings to provide more connectivity and air services, particularly for LLDCs; • Providing States with a central meeting place to conduct multiple bilateral (regional or plurilateral) air services negotiations or consultations.
<p>The Aviation Satellite Account LINK</p>	<ul style="list-style-type: none"> • International harmonization and comparability of economic data related to aviation activities; • A standard framework for the economic measurement of aviation’s activity, which may lead to better understanding of the sector’s importance for the

	<p>overall economic activity in a State, in particular in a LLDC.</p>
<p>The Aviation Benefits Report (2019) LINK</p>	<ul style="list-style-type: none"> • Identifying and analyzing the socio-economic benefits of aviation to States, in particular LLDCs.
<p>Single African Air Transport Market (SAATM) LINK</p>	<ul style="list-style-type: none"> • Connectivity and facilitate the movement of peoples, goods and services: Recognizing the importance of liberalization of air transport, ICAO has adopted the “long-term vision for international air transport liberalization” by means of which ICAO Member States resolve to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large, while remain guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders; • The Single African Air Transport Market, a flagship project of the African Union Agenda 2063, is a good example of attempts at the regional level to advance the liberalization of civil aviation in Africa and address the need for air connectivity in Africa.
<p>Civil Aviation Master Plan (CAMP) Training Project</p>	<ul style="list-style-type: none"> • Planning and budgeting: ICAO has developed guidance for its Member States to establish a National Aviation Planning Framework that ensures sustainable development of air transport by prioritizing and coordinating the implementation of initiatives to improve the safety, security, facilitation, capacity and efficiency of their air transport systems. The National Aviation Planning Framework establishes a guide for public and private investments in the States aviation infrastructure as well as its safety and security oversight capabilities, by providing an implementation roadmap for long-term initiatives, and can be of great benefit to LLDCs; • Recognizing the importance of Civil Aviation Master Planning as a key planning and budgetary tool for facilitating development of civil aviation infrastructure and for supporting the growth of relevant

	<p>economic sectors such as transportation, tourism, trade, and cargo, the guidance material on the National Aviation Planning Framework will be complemented by a dedicated Civil Aviation Master Plan (CAMP) training project. CAMP Project, which is funded through China's South-South Cooperation Assistance Fund, will be developed in 2021. Among the beneficiary States many are LLDCs.</p>
<p>Aviation Partnership for Sustainable Development: High-Level Briefing on Aviation Contributions to Sustainable Development in Countries in Special Situations (HLPF 2017) LINK</p>	<ul style="list-style-type: none">• Advocacy and awareness: In 2016, ICAO launched the Aviation Partnerships for Sustainable Development (APSD) to sensitize States, the United Nations, the private sector, as well as the financial institutions and other stakeholders, on aviation's role as a catalyst for sustainable development. In doing so ICAO invited the United Nations Department of Economic and Social Affairs, the United Nations Office of the High Representative for the Least Developed Countries, LLDCs and Small Island Developing States, the World Bank Group, and the Air Transport Action Group to join. In 2017, ICAO hosted an APSD side event at the High Level Political Forum (HLPF). During the side event, ICAO and partners jointly presented a high-level briefing on the contributions of aviation to sustainable development in countries in special situation and promoted the benefits of mobilizing resources for and investing in sustainable aviation. A statement was made during the General Debate of HLPF 2017 on how ICAO assists its Member States to enhance air transport systems in support of the attainment of the SDGs.